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The China Mail

ESTABLISHED 1845

May 30, 1919, Temperature 76.

Rainfall 0.68 inch.

Humidity 93.

May 30, 1919, Temperature 81.

No. 17,477.

英一千九百零九年五月十三號

HONGKONG, FRIDAY, MAY 30, 1919.

日二月初五未己亥年正月廿二

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BUSINESS NOTICES

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ENGINEERS and SHIPBUILDERS.

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Steam and Motor Vessels,
Steel Building Work of every Description,
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DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER
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CARS



SILENT
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INSPECTION INVITED.

BEST CARS IN THE COLONY FOR HIRE.

THE FINEST LIQUEURS.

OLD

BROWN BRANDY

25 YEARS IN WOOD.

Specially selected for



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STRAND
3" to 15"
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS BY
"HAVAS."

EMPIRE DAY AT HOME.

LONDON, May 24.

The principal ceremony in connection with the observance of Empire Day, which was the centenary of Victoria's birth, was the memorial service at Westminster Abbey for officers and men of the overseas naval and military forces who fell in the war and the service of thanksgiving for the war's victorious conclusion. His Majesty the King, in the uniform of a field-marshal; Queen Mary, Queen Alexandra, the Prince of Wales, Connaught, and other royalties were in the crowded congregation, which also included the first lord of the admiralty and the secretary for war, Generals Wemyss, Birdwood, Currie, Byng, and other distinguished naval and military officers. Premier Massey and other overseas representatives.

PARIS, May 26.
The opinion prevailing in Paris concerning recognition of General Kolchak's Government is focussing on the fact that Kolchak is the leader of a movement to establish law and order while Lenin is the embodiment of everything opposed to law and order. Therefore the civilized world has reaped a decided advantage from the decision of the Allied Powers to support Kolchak.

The indications are that the signature of the treaty of peace the Conference may need two months more to end its labours, many questions having been left without receiving definite solution.

Private German property in the allied countries amounts to 13 millions of francs. While the principle of the inviolability of private property is recognized by the Entente, it is intended to request the German government to seize the property of its citizens and then turn it over to the Allies as part payment of the indemnity.

Chao Ming Wang, now in Paris, has cabled to the United States Congress that while Prussianism is to be destroyed all over the world, the Entente and America has decided to perpetuate it in China in the interests of Japan. Either China's vast resources must eventually pass under Japan's domination or China must forthwith abandon the pursuits of peace and arm herself. In either case it would be a calamity.

Lieutenant Roget of the French army flew from Paris to Rabat in Morocco, a distance of 1,375 miles, in 19 hours. This is claimed to be the best non stop flight on record.

"AS YE SOW, SO SHALL YE REAP."

RUBBING IT IN TO GERMANY.

PARIS, May 23.

The Allied reply to Count Rantzen's Note on the economic effect of the peace treaty says the Note argues as if Germany had still to provide for a population of sixty-seven millions, whereas her resources are diminished, whereas her population will be reduced by six millions owing to the transfer of non-German territories. The Note complains of the surrender of merchant tonnage but does not mention the fact that a considerable portion of smaller tonnage is untouched, while the sacrifice of larger shipping is the inevitable and necessary penalty for her ruthless and lawless campaign against the world's merchant shipping. The shipping which it is proposed to take constitutes less than a third of that wantonly destroyed. The Note emphasizes the deprivation of the eastern wheat and potato regions but fails to observe that nothing in the peace treaty prevents a continued production of these commodities and their importation into Germany. Moreover these regions lost none of their productivity owing to the ravages of war. They escaped the shocking fate dealt by the German army to Belgium, France, Poland, Russia, Rumania, and Serbia. There is nothing in the peace terms to prevent the importation of phosphates by Germany.

SAYS GERMANS WON'T SIGN.

WILL LET ALLIES RUN COUNTRY.

PARIS, May 23.
The Daily News Berlin correspondent cables to-day that Herr Dernburg, interviewed, said Germany was willing to indemnify the Allies but unable to do so if she had not sufficient coal or if she were not given a chance for trading. Nor can she agree to the loss of the Saar region or Silesia. Germany won't resist but will allow the Allies to run the country. The whole government is unanimous in refusing to sign.

SILVER.

SINGAPORE, May 27.
Silver is quoted 51½; the market is steady.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAWKER SAFE.

LONDON, May 25.
Lloyd's Signal Station on the Butt of Lewis telegraphed this morning at 8.25 as follows:

Danish steamer *Mary* passing E. signalled "Saved hands Sopwith aeroplane."

The Station signalled: "Is it Hawker?"

The Steamer replied "Yes."

The Admiralty announces that it got this at 11 this morning, and adds that an attempt will be made to intercept the *Mary* as she passes the North of Scotland, in order to verify the report.

Lloyd's stated earlier that both Hawker and Grieve were on the *Mary* and bound for New Orleans.

In recognition of the determined nature of the effort made by Hawker and Grieve to cross the Atlantic, the Daily Mail is awarding for division between them a consolation prize of £5,000.

LONDON, May 24.
The Guards Band played. In the course of his address the Archbishop of Canterbury eloquently dwelt on the war assistance rendered by the dominions and colonies to the Motherland. He said thousands of stalwart men who were in the springtime of their radiant manhood had been our glory and our hope for the coming years on the fertile plains or mountain slopes of Canada or the vast lands under the Southern Cross, had unflinchingly laid down their lives that the world might be a better world and secured against high-handed wrong. The Archbishop stirringly cried: "Let no man say henceforth that the colonies, the dominions, of these later years, have no history. When men tell in centuries to come of Gallipoli, Vimyridge, Villers Bretonneux, and Ypres, it will be for the indomitable prowess and selfless devotion of the men of Canada, Australia, New Zealand, South Africa, and Newfoundland that they again and yet again took up the sword and arm herself. In either case it would be a calamity."

Lieutenant Roget of the French army flew from Paris to Rabat in Morocco, a distance of 1,375 miles, in 19 hours. This is claimed to be the best non stop flight on record.

"AS YE SOW, SO SHALL YE REAP."

RUBBING IT IN TO GERMANY.

PARIS, May 23.

The service concluded with the recessional, national anthem, last post and reveille.

Their Majesties subsequently attended a concert in Hyde Park by an imperial choir of ten thousand voices and massed Guards bands under the conductorship of Doctor Charles Hariss. There was anathems giving service at eventide in Saint Paul's to which boys brigades and scouts and girl guides marched past the Duchess of Argyll who was supported by leading overseas generals at the saluting base, outside the cathedral where 64 flags of empire were grouped.

A great moment of the empire day celebration was when a crowd of a quarter million in Hyde Park sang "God save the king." It was subsequently a wonderfully spontaneous manifestation of loyalty when the choir concluded its programme of hymns, national songs of Scotland, Ireland, and Wales, that an insistent demand for the King arose from the crowd and when his Majesty mounted the conductor's rostrum and acknowledged its greetings the multitude sang "jolly good fellow."

COUNTY CRICKET.

LONDON, May 24.

Gloucestershire beat Sussex by 24 runs.

MISSING AIRMIN.

HOPE ABANDONED.

LONDON, May 24.

The Admiralty reports that the destroyers returned after a thorough search of the west Irish coast for three hundred miles into the Atlantic for Hawker and or Grieve. There was no trace and hope is abandoned.

TERMS FOR AUSTRIA.

LONDON, May 24.

The Admiralty reports that the destroyers returned after a thorough search of the west Irish coast for three hundred miles into the Atlantic for Hawker and or Grieve. There was no trace and hope is abandoned.

WRIST WATCHES.

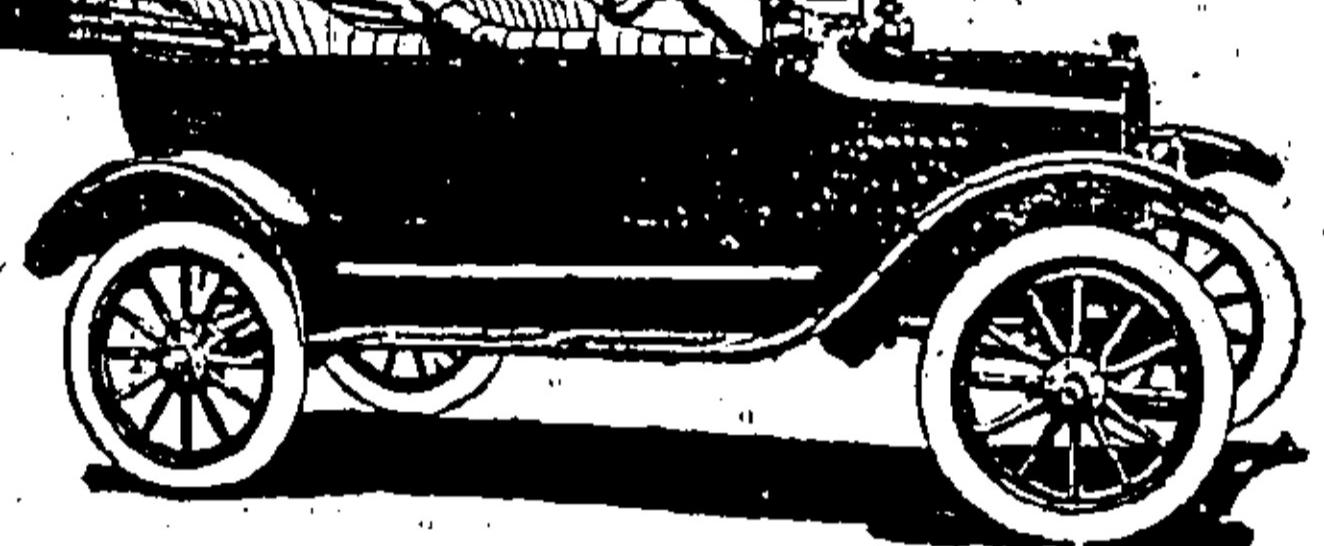
QUALITY—VARIETY—PERFECTION.

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TAILOR, HABITMAKER
AND
OUTFITTER.
21, HONGKONG HOTEL BUILDING,
HONGKONG.

CORONA
The Personal Writing Machine
Fitted with either Flex or Elite Types.
Complete typewriter in travelling case.
\$30.
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Ford



Five seater Touring Car, complete \$1,330
Two seater Roadster with rear Luggage \$1,280
Ford truck chassis with extra long wheel base and two solid tyres, 3,000 lbs. capacity \$1,800

ALL COMPLETE WITH ELECTRIC LIGHTS & ELECTRIC HORN.

ALEX. ROSS & CO.,
4, Des Vaux Road Central.
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"MOSQUITOL"
The Mosquito's Pet Aversion.
In Sprinkler Bottles 50 cts. 90 cts. & \$1.75

Prepared only by
FLETCHER & CO., LTD.
THE PHARMACY
22, Queen's Road Central.
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QUALITY—VARIETY—PERFECTION.
J. ULLMANN & CO.,
QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

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UNIVERSAL PROVIDERS
Most up-to-date and Cheapest House in Hongkong.
Address: DES Vaux ROAD AND CONNAUGHT ROAD CENTRAL
Telephone: Nos. 196 & 198

FRIDAY, MAY 30, 1919.

NOTICES.

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.
Public Auctions.THE Undersigned has received instructions to sell by Public Auction,
onSATURDAY, May 31, 1919,
commencing at 11 a.m.,
at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.A Large Quantity of Steel and Iron Bars, Round, Flat and Square, of various sizes.
Terms—Cash on delivery.GEO. P. LAMMERT,
Auctioneer.
Hongkong May 27, 1919.

on

MONDAY, June 2, 1919,
commencing at 11 a.m.,
at Blue Building godown 4A, Wan Chai, of the Hongkong & Kowloon Wharf & Godown Co., Ltd.305 pieces Mild Steel Angles
3" x 3" x 12" x 18' 1/2"244 pieces Mild Steel Angles
3" x 3" x 3" x 32'164 pieces Mild Steel Angles
5/16" x 3" x 3" x 32"3 pieces Mild Steel Angles
5/16" x 3" x 3" x 20'
and afterwards at 3 p.m.

at No. 16 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. (Kowloon).

36 pieces Mild Steel Plates
5/16" x 5" x 10'48 pieces Mild Steel Plates
3" x 5" x 10'48 pieces Mild Steel Plates
3" x 5" x 10'10 pieces Mild Steel Plates
3" x 6" x 12'36 pieces Mild Steel Plates
5/16" x 5" x 10'3 pieces Mild Steel Plates
5/16" x 4" x 8'
(stored in No. 11 Passage)40 pieces Mild Steel Angles
1" x 1" x 12" x 18' 1/2"83 pieces Mild Steel Angles
1" x 2" x 2" x 18' 1/2"82 pieces Mild Steel Angles
1" x 2" x 2" x 18' 1/2"

(The above stored in No. 2 Passage)

8 cans 20 G Bright Wire,

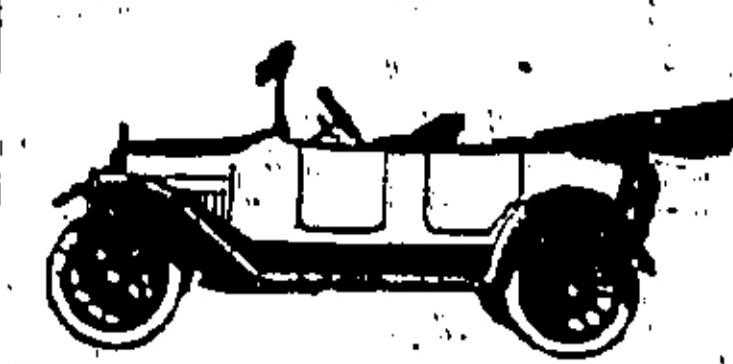
4 cans Zinc Sheets Gauge,

7 4" x 8"

(The above stored in No. 22 Godown).
Terms—Cash on delivery.GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 23, 1919.

INTIMATIONS

METEOR GARAGESole distributors of
MAXWELL CARS.Automobiles for Hire
and for Sale
at reasonable Prices.Phone 2500.
65 Des Voeux Road
Central.**"PREMO
CAMERA"**

\$150 only.

Kodak Catalogue Free on
application.**A. TACK & CO.,**
26, Des Voeux Road Central.**CHEESE! CHEESE!**

We offer for sale

AMERICAN CHEESE.
POTTED FRENCH COULOMMIER

Cheese is rich in protein and butter fat, hence an important and valuable food.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

Place your orders early

for

FLAGS

of

Portugal and the

ALLIES

hemmed ready for use
for
PEACE CELEBRATIONS

at moderate price.

GRADA & CO.,
No. 10, Wyndham Street,
P.O. Box 620.
Hongkong.**MEE CHEUNG
PHOTOGRAPHER**
Ice House Street.All Photo goods supplied
Films, plates,
Self toning papers,
Velox papers,
Just arrived.

Branch Opposite City Hall.

JAPANESE MAKERS.Every kind of Footwear
**MADE
TO
ORDER****CHERRY & CO.,**
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 20, 1914.**CRICKET
SCORING
BOOKS**CAN BE OBTAINED
AT**BREWER'S**

Price \$2.

An official announcement will be made as soon as it is possible to commence supply.

The Board of Trade wish it to be known that the correct brand for the Mercantile Marine War Medal cannot be obtained by traders until sufficient quantities have been manufactured to enable the Board of Trade to supply those who will be entitled to wear it.

The design—which consists of red, white, and green vertical stripes—has been registered under the Patents and Designs Act, 1907, and it is an offence for any person to make, sell, or wear this riband, or any imitation thereof without authority from the Board of Trade.

An official announcement will be made as soon as it is possible to commence supply.

Mr. Churchill says he has called for inquiries to be made into Mr. Bottomley's allegation that every soldier demobilised in France on April 1 was presented with a folding pocket-case, on the outside cover of which were printed prayers and hymns, together with a small metal token bearing the design of a cross and the figure of Britannia, apparently weeping, and on the back of which was a text from the Psalms, under which were the words "Made in Germany."

Mr. Bottomley wishes to know if such pocket-cases were distributed by the authority or with the consent of the War Office.

The mayor congratulated him.

"Not many of us, if so knocked about, would have spoken in such a polite manner," observed the mayor.

Mrs. Baldwin was fined £1 for negligent driving and £10 for failing to produce her licence when required.

THE CHINA MAIL.

**W. D. & H. O. WILLS'
HIGH GRADE****"Embassy"****NO. 77
CIGARETTES.****ON SALE AT ALL STORES.**

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

CAPT. FRYATT VERDICT.

The German Commission appointed to investigate the case of Captain Fryatt, of the Brussels, shot on a charge of trying to ram a U-boat, has, according to a Berlin telegraph, declared that the execution of Captain Fryatt involved no violation of international law.

The Commission expresses the liveliest regret for the rapidity with which the sentence was carried out. The verdict, together with the summing up, will be communicated to the Dutch Minister in Berlin, who represents Great Britain.

These German intrigues in Spain are of the nature of blackmail upon that country. Levied with the object of bringing about the downfall of Count Romanones, the Pander, who is a friend of the Entente.

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Hughes & Hough
Auctioneers to the Government

General Auctioneers
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Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Codes used:
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Telegraphic Address:
"HUGHES" HONGKONG.
PUBLIC AUCTIONS

G. R.
PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. VICTORIAN
Sole Officer, to sell by Public Auction

on

SATURDAY,
May 31, 1919, at 10:30 a.m.,
at their Sales Rooms, No. 8,

Des Vaux Road, Corner of
Ice House Street.

A Quantity of Flour.
do Rice.
do Beans,
etc., etc.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Admiralty.
Hongkong, May 27, 1919.

THE Undersigned have received instructions to sell by Public Auction

(For Account of the Concerned),

on

SATURDAY,
May 31, 1919, at 10:30 a.m., at
their Sales Rooms, No. 8, Des Vaux
Road, Corner of Ice House Street.

A Quantity of Useful Household
Furniture.
etc., etc.
(Removed to Sales Rooms for
Convenience of sale),

And
Miscellaneous Goods.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 27, 1919.

(For Account of the Concerned),

on

SATURDAY,
May 31, 1919, at 10:30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

One Motor Cycle and Side Car,
(Wolf—S. A. P. Engine).
in good running order.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 28, 1919.

G. R.
PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. NAVAL STORE
OFFICER, to sell by Public Auction

on

MONDAY,
June 2, 1919, commencing at 10 a.m.,
at H. M. NAVAL YARD, Hongkong.

Old and Surplus Naval Stores,
Comprising:—

2. Steam Winches, Steel Plate and
Armour, Old Iron Masts, Coaks Wood,
Hawser Steel Wire, Crates Wood and
Firewood, &c.

Terms of Sale:—As detailed in
Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the
Admiralty.

Hongkong, May 28, 1919.

THE Undersigned have received instructions to sell by Public Auction

(For Account of the Concerned),

on

WEDNESDAY,
June 4, 1919, at 2:30 p.m.,
at The Army Service

Corp Boat Shed—A. S. C. Pier,

A number of bags of Parched
Gram, Parched rice, dried ginger
concentrated soup and
mutton essence.

And
5 x 6 gallon casks Lime juice.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 28, 1919.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional 5 words 1 Centa.

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ENGINEER FOR LOCAL WORKS.
Thorough shop training in
mechanical engineering and experience in
charge of steam plant essential.
Apply Box No. 1119 c/o "CHINA
MAIL."

WANTED.—OLD-ESTABLISHED
BRITISH FIRM requires fully
experienced Export man, capable of
taking charge of their Department.
Only those with first-class references
need apply. Write Box No. 1125, c/o
"CHINA MAIL."

LOST.

LOST.—From East Point, LIVER
COLOURED SPANIEL DOG, brown
paws and patch under tail.
Answers to the name of "PAN". Reward
to finder returning dog to JOHN
JONSTONE, JARDINE, MATHESON &
CO.

BOARD AND RESIDENCE.

BOARD and RESIDENCE, offered
in CHUNG CHAU for Summer
months. Apply Box 1126 c/o "CHINA
MAIL" Office.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),

ON

THURSDAY,

June 5, 1919, commencing at 2:30
p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising:—

HOUSEHOLD LINENS:—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.

DRAWN WORK:—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.

EMBROIDERIES:—Bedspreads, Table
Covers, Tea Cloths, Runners 18 by 54.
Also

A few lots of Suit Cases and
Attache Cases.

(All new goods and small lots to suit
purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

(For Account of the Concerned),

ON

THURSDAY,

June 5, 1919, commencing
at 2:30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Ice House Street.

A LARGE ASSORTMENT OF
TEAKWOOD AND BLACKWOOD
FURNITURE BRASS AND BRASS
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS,
etc., &c., &c.

Comprising:—

Chesterfield Sofas, Arm-chairs
(new), Folding Card and Occasional
Table, One Upholstered Suite, Bedroom
Furniture, comprising Teakwood Twin
Bedsteads, large and small Wardrobes,
Dressing Tables, Washstands, &c.,
(famed Teakwood), Sideboards, Dinner
Wagons, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and good Glass Ware, Cooking Stoves,
Cutlery, &c., Bath Room Utensils,
Electro-Plated Ware.

Electric Bedding Lamps, Black-
wood and Teakwood Screens, a
quantity of Blackwood Furniture,
Blackwood Fire Screen, Side Tables,
Chairs, Cabinets, Pictures & Oil
Paintings, Several Carpets new and
second-hand.

Also

Harmisworth's Encyclopedia 10 Vols.,
Collard & Collard Piano (good tone),
and Croquet Set, &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

TAIYO & CO.

(JAPANESE)

BOOTS AND SHOES

MADE TO ORDER

No. 1, Wyndham St.

And

5 x 6 gallon casks Lime juice.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

COURTS-MARTIAL

It is announced officially that
details of the deliberations of the
Committee on Military Courts-Martial
now sitting cannot be given, as information
of a confidential nature
must necessarily be placed before it.

When a committee consisting principally
of officials and lawyers meets
the public can scarcely expect an
"open Court." Although we admit that
it is not always to the general

advantage to scatter information so
widely, it is still the trend of the

Committees of Inquiry into
matters affecting the well-being of the

State *in camera* is much to be de-
sired.

Be that as it may, it cannot be
denied that there has been during

the war—and even prior to it—a

great outcry against the procedure

of Courts-Martial.

This outcry has emanated in a great
degree from lawyers, who have at once denounced

and ridiculed the procedure in force.

Now, all said and done, it must be

remembered that the essence of

English justice is that an accused

person is deemed innocent until found

guilty. This rule obtains in the

Courts-Martial. In most Continental

countries the presiding magistrate is

also to a great extent the prosecutor

of the individual arraigned before

him. Happily to the honour of

England this is not so even in the

much-abused Courts-Martial. In this

latter case the aim and object of

the President and the Court is not to

convict the prisoner, but to arrive at the

truth of the matter. In at least nine

cases out of ten this is accomplished.

It is often said, or was in pre-war

times, by men serving in the ranks

that in the event of finding themselves

"in trouble" they would much rather

be剖析 by Courts-Martial than before

a civil magistrate. In the former

the spirit of a "fair field and no favour"

was more pronounced than in the

latter. However, it would be obviously

in proper for us to say more on the

subject before the report of the Com-

mittee is made known. In England

Courts-Martial have inherited part of

the jurisdiction of the old "Curia

Militaris" or Court of the Chivalry.

The modern form of the Courts was

adopted by ordinance in the reign of

Charles I, when English soldiers were

given the "articles and military laws"

of Gustavus Adolphus and the

Dutch military code of Arnhem: it

is first recognized by Statute in

the first Mutiny Act of 1689. The Mutiny

Act (with various extensions and

amendments) and the Statutory

Articles of War continued to be the

sources of military law which Courts-

Martial administered until 1879, when

they were codified in the Army Dis-

cipline and Regulation Act, 1879,

SPARKLING MINERAL WATER.

Pyrene

AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.

Telephone No. 436.

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TELEPHONE 346

LADIES' WHITE
FOOTWEAR.

KID, SUEDE
AND
CANVAS.

THE LATEST:

BOOTS & SHOES
FOR SUMMER WEAR.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, MAY 30, 1919.

STAR FERRY BLUFF.

With their promise to reduce their fares before us, it may seem *prima facie* somewhat curmudgeonly to rail at the proprietors of the Star Ferries. At the time of writing we don't know what the reductions are going to be, and perhaps it wouldn't be quite fair to say that the remarks of the spokesman at yesterday's meeting do not encourage us to expect too much. The announcement has pleased us in our capacity as public servants, for the reason that it came so soon after the *China Mail's* description of the present charges as extortions, an opinion subsequently endorsed or adopted by others. The attitude of the Star Ferry proprietors reminds us rather of the present German desire to enter the League of Nations. They have not yet quite purged themselves of inordinate ambition, but they recognize that soon the game will be up. Their foot is still upon our neck, but they see our Ally, time, approaching, and have thought it wise to ease the pressure, so that soon they can honestly claim to have shown us some consideration. The first five lines of the Chairman's speech will tell you why we talk like that, and why

we regard the proprietors as unconsciously greedy. It is their own fault if they are misjudged. "The result of the year under review has proved somewhat of a disappointment," said their spokesman. With disappointing returns, how comes it that they can contemplate charging us less for carrying us between Victoria and Kowloon, across "that dark and stormy water?" What disappointed them? This. "Although the gross earnings from traffic receipts show an increase of \$23,285.87 over the figures for last year, our *actual profit* on working account is only increased by \$4,345.19. This poor result is solely accounted for by the increased price of coal." Did you ever hear the grumbling gourmand say that his appetite was poor; that he had been able to eat hardly anything at breakfast; but only toyed with a plate of porridge, a couple of waffles, a trifling fish, a patry of eggs, with ham; and a morsel of filet steak? The poor fellow had to leave most of the toast. Well, the Star Ferry proprietors seem to have missed the toast, so we are giving it to them now. Let us have another look at that wail of disappointment over a poor result. Let us put it in another way, without altering any

fact or figure, and see if it could not have been made to sound differently.

Gentlemen.—The result of the year's monopoly has proved most gratifying. In spite of the fact that we had to pay \$19,950.28 more for our coal, our gross earnings were \$23,285.87 more, and our actual profit was actually \$4,345.19 more than it was last year. This, for a public utility concern, at the closing period of four years of war, is a positively amazing result, and you might fairly congratulate the management, were it not for the fact that the chief credit is due to those who made it possible for us to charge more for such a short trip than is charged anywhere else in the world.

That is how it could have been stated, "without any great strain or stress against truth. The logical peroration to the way it was stated would have been an announcement that the fares must be increased. Then what was the idea? What's the game? Is it possible that they had some notion that by this sort of camouflage they could persuade the public that it was going to get nine-pence for fourpence, due to the native belligerence of a group of gentlemen doing defiance to their disappointment at poor results? Or was it the logic of the Irishman who stole the pig, and excused himself on the ground that it was only a little one? Even if the reduction in fares turns out to be a real one, a satisfactory one, we can assure the proprietors of the Star Ferry that the public will not rush to subscribe for a statue to them. We shall regard it as we regard the "philanthropic" resolutions of the American millionaire, as we regard the Carnegie library buildings, as we regard the chauffeur who brushes our clothes after knocking us down.

Look at some more figures in these disappointing returns.

NET PROFIT.

1918 \$95,465.72
1917 68,789.84

Increase ... \$26,675.88

This was admitted, looks like a great improvement. But such was not the case. Last year these disappointed sharks had to debit profit and loss and loss account with \$24,282.50 for depreciation on the value of shares held in public companies. This year no such provision has to be made. As we have confessed on a former occasion, we are not good at figures; but we believe we can see the effect of that argument. If the shares (which they still hold) had depreciated (on paper) as much as they did last year, the profit on working would not have looked \$26,675.88 bigger. Because they didn't, it is "not the case." Let us put it so that even a brainless poker player can grasp it. Last year he

gave a poker party, providing the cards and chips. The year before he did ditto. In 1917 his winnings were \$68. This year he won \$95. Ought he to stand a drink because his winnings have increased by \$27? Certainly not. This is "not the case." You forget that he provided cards and chips. Last year the chips and cards looked the worse for wear, so he wrote off \$24. If he hadn't, his winnings in 1917 would have been \$92, so that this year's winnings wouldn't have been (or looked) bigger by \$27, but only by \$3—which would be "something disappointing." This year, he is pleased to say, he has written nothing off the cards and chips, because they look just as good as they did last year, and he still has them. If this isn't a deadly parallel, we don't know one when we see it. As *plaudite*. You will notice that we adhered to the actual figures, ignoring the lesser integers, which accounts for our absurd valuation of cards and chips. To hang on a little longer to our useful parallel, the winner has actually promised to stand us a drink. Our tongues protrude. Will it be the joyous bubbly of a really reasonable fare, or the cheapest drink they can decently offer? We must wait and see. But meanwhile, our tongues protrude.

P. S.

Since the foregoing was put in type, a *China Mail* reporter has obtained the particulars of the revised fares, which are to be officially announced to-morrow, to come into force on June 1. Here they are.

THE NEW STAR FERRY

FARES.

The first class fare for the single journey, hitherto 15 cents, is to be 10 cents.

The "punch" tickets are to be discontinued.

The monthly ticket (for one individual) will cost \$7 instead of \$8.

The family ticket (three) will cost \$10 instead of \$11.

IS IT BUBBLY JOY?

There are two ways of looking at this concession. Regarding the drop of five cents in the charge for the single journey, it must be conceded that measured on a percentage basis it looks large. It is large. A reduction of 33-and-one-third per cent as a sequel to "disappointing" and "poor" returns "from the former rates is a remarkable business phenomenon, and suggests that there must have been a tremendous drop in the price of coal to the Company. Regarding the concessions to ticket holders, on the other hand, we presume that their gratitude will be conspicuously effusive.

So unreasonable are we that by-and-by, when the shares held by the Company have risen in value, we may even go the length of suggesting that ten cents (about fourpence farthing) is still a pretty high charge for a penny ride. By way of recognizing that no men are "out here for their health," as the saying is, we will meet them half-way and suggest that a five cent fare will content us. But for that we shall expect cushions on those hard, hard seats.

OUR RECENT BOAST.

Life is amusing if you make it so. In the course of a recent article we introduced the insolent claim that we knew English better than any man in the Colony, and are now rejoicing in the discovery that this has attracted more attention, and been more solemnly discussed, than anything else we have ever said here. One man went to the trouble of ticking off on his fingers the names of men he believed to have superior qualifications in that particular. Several men, to their friends, have seriously disputed the claim, which, if seriously made, would have been a contemptible exhibition of vanity and conceit.

As a matter of fact, a fairly conspicuous grammatical error placed near the boast seems to have been overlooked. At least, no one has mentioned it. Quite seriously this time, may we say that the *China Mail* is not conducted in order to glorify individuals, nor for propagandist purposes, but only to be *readable*. A paper which is readable gets read, and our various little feelers and experiments have now convinced us that we are being read. A paper which is read is a good medium for the ventilation and siftting of opinion, and (*verb, satis.*) a valuable opportunity for the advertiser.

DEATH OF A HONGKONG
BENEFATOR.

Hajee Mohammed Hassim Chinoy, (59 years) proprietor of the firm of M. H. E. Elias, 33 Wyndham Street, died yesterday. The deceased was a great philanthropist. He gave a sum of about \$21,000 for rebuilding the Mosque in Hongkong. He had been sick for a long time and been here in Hongkong for change of climate, and Gnr. John Moffatt, also of the *Suffolk*, have been awarded the D.S.O. for coolness and resource under fire at Usurur and for precision in directing a fire of two of the *Suffolk's* 12-pounders during the same period.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 7/16d.

To-day's return of communicable disease shows one case of small-pox.

The Austrian Peace Terms are coming through, but these cables are not yet "released."

The Japanese *Kagin Maru*, with a cargo of 4,500,000 feet of lumber for China, left Portland, Oregon, on May 1.

The *Hivision Maru*, 5,600 tons, which left Kobe in ballast for Dairen, is reported to have gone aground on the Korean Coast during a heavy fog.

The total output of the Kailan Mining Administration's mines for the week ending May 17 amounted to 74,052 tons and the sales during the period, to 56,695 tons.

Capt. Christopher R. Payne, R.N. (Commodore, 2nd Class) has been awarded the C.B.E. (Military Division) for valuable services as Senior Naval Officer at Vladivostok during 1918.

The *Kaga Maru* arrived from Shanghai yesterday with a number of passengers and a quantity of general merchandise. She left today to call at London via usual ports of call.

A General meeting of shareholders of the Nippon Yusen Kaisha was to be held on May 28, when a dividend of 50 per cent, was to be declared. The net profits of the Company for the last half-year exceed \$1 million yen.

Having paid 436,000,000 marks (nominally £21,800,000) for the maintenance of the troops of occupation in the Rhineland from December to March, inclusive, Germany appeals for a reduction of the cost, in the Entente's own interest.

The *Bangkok Times* announces the engagement of Mr. N. L. Armitage, of the Hongkong and Shanghai Bank, Bangkok, to Miss Winifred Nason, of the Bangkok Nursing Home. Mr. Armitage is going on leave shortly, being relieved by Mr. A. W. W. Walkinshaw.

For the quarter ended in December 1918, the total number and tonnage of vessels which entered and cleared at Newchang was 151 vessels of 118,634 tons, which compared with the same quarter in 1917, shows an increase of 18 vessels but a decrease of 4,853 tons.

The Teikoku Steamship Company has chartered to a French merchant its ss. *Yuei Maru*, 5,000 tons, now under construction at the Ishikawajima Dockyard, at 40 shillings per ton for a single voyage from Japan to Marseilles with delivery at the end of May.

The Japanese commercial delegates at present in England in connection with the proposed new Japanese-European steamship line, intends to visit Copenhagen for the purpose of considering the possibility of making that port the terminus of the route and a centre for Japan's Baltic trade.

Dr. T. J. Macnamara, Parliamentary Secretary to the Admiralty, stated that at the Armistice 15 German steamers, totalling 29,754 tons and 649 cargo ships totalling 2,251,329 tons, were interned abroad. Besides these, 290 German vessels totalling 591,231 tons, had been captured by the Allies. These figures included ships operated by the Allies.

Six buglers of the 1st Bucks Territorials have a unique war record. They collectively sounded the "Alarm" in Wycombe when war was declared in 1914, and this week they sounded the "Last Post" at a Memorial Service in that town commemorating the fallen heroes of the battalion. All six have been on active service, five of them overseas.

There was quite a crowd gathered in Gresson Street, Wanchai, this morning, when an Indian constable, two Privates of the Indian Mule Corps and a host of civilians were engaged in removing a bullock belonging to the Sanitary Board which had suddenly collapsed while working within the shafts of a dust cart. Ropes and stout bamboo poles had to be used to lift the heavy animal from the road on to a couple of hand carts.

Capt. J. W. Murray, of H.M.S. *Suffolk*, which left Hongkong for Home recently, has been awarded the D.S.O. for having displayed great resource in bringing the *Suffolk's* 12-pounder guns rapidly into action between August 14th and 28th, 1918, and for having shown an excellent example of coolness and bravery under fire during battles in the Ussuri District. Capt. John Bath, R.M.L.I., and Gnr. John Moffatt, also of the *Suffolk*, have been awarded the D.S.O. for coolness and resource under fire at Usurur and for precision in directing a fire of two of the *Suffolk's* 12-pounders during the same period.

CROUP.

THIS disease is so dangerous and rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack is in full career, and the sooner medical aid is sought the better. Chamberlain's "Tough Remedy" is prompt and effectual and has never been known to fail in any case. Always have a bottle in the home. For sale—By All Chemists and Storeskeepers.

LOCAL AND GENERAL.

This clever sentence from a book written by Miss Macnaughten strikes a chord familiar to the dweller in these parts of the world. She speaks of a Tartar Prince "who cleared his throat from the bottom of his soul and spat luxuriously all the time."

An agreement has been concluded between the Cunard Steam Ship Company, Ltd., and the holders of £150,000 Ordinary shares in Messrs. T. & J. Brocklebank, owners of the Anchor-Brocklebank Line, by which the shares in question will be transferred to the Cunard Steam Ship Company, Ltd., in exchange for 150,000 Ordinary shares of £1 each in the company.

Lieut. G. F. Pykett, eldest son of the Rev. G. F. Pykett, Penang, was invested with the Military Cross at Buckingham Palace in April. Lieut. Pykett was in the Royal Warwickshire Regiment, later as Intelligence and Observation Office (Headquarters Staff). He was on active service for two and a half years, being in both France and Italy. Lieut. Pykett has been demobilized, and has resumed his studies for the C. A. examination.

At Holy Trinity Church, Sloane street, a memorial service for the late Mr. William Gair Rathbone was held recently. In addition to the members of the family, there were also present Sir Charles Addis, Viscount Goschen, Sir Harry Wilson, Sir Montagu Turner, Sir Thomas and Lady Sutherland, Sir Valentine Chirol, and many others. Mr. Rathbone was member of the Hongkong and Shanghai Bank and a director of the P. & O. Co.

Not for something like half a century have silver mineowners had such a chance as now. All through the war, owing to the withdrawal of gold from circulation and the increased use of silver all over the world, silver has been mounting up in price, and recently the Treasury realised the price to 49 1/6d per ounce. Before the war it stood at about 23d per ounce, and the tendency was always downwards. Now there is chance of its reaching the price, 66d an ounce, at which the silver in a shilling will actually be worth the twentieth part of a gold sovereign.

Commander Kenneth Mackenzie-Grieve, the navigator who is accompanying Mr. Hawker, his attempted flight of the Atlantic, and is also missing, is the youngest son of Captain Mackenzie-Grieve, R.N., and his elder brother, Captain Alan Mackenzie-Grieve, is captain of *H.M.S. Colossus*. Commander Mackenzie-Grieve entered the Navy at the age of 13, and has spent most of his time on foreign stations—Australia, China, and the Mediterranean. He served during the war in an armed trawler on the east coast and latterly as commander of *H.M.S. Campania*, a seaplane ship, for navigating duties.

As a neighbourly act, the director of agriculture at Manila has sent to the director of agriculture at Kuala Lumpur, for experimental planting, two litre samples each of six improved varieties of rice seed, (lowland and upland) which give greater production per hectare and mature in a shorter time, making three crops possible per annum. These improved strains have been developed by the agricultural experts of the Philippine government by seed selection and cross pollination, and may be found adaptable to local soil and climatic conditions, which are similar in the Philippine Islands.

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Lieut. Barrang: What time did you first see the accused on May 17?

At 6 p.m., Sir.

Lieut. Barrang: Did the accused stay there all the time?—Until you left?

Yes, Sir.

The President: Was there any one else in your room when you went to sleep?

Yes, Sir. Lieut. Barrang was there.

Was the room lighted?

Yes, Sir, with an oil lamp.

Did anyone remove the bayonet after it was thrown on the floor?

No, Sir.

What was the accused's condition? Party drunk.

Capt. S. A. Burn, R.A.M.C. said he was on duty on May 17 at the Military Hospital when Pte. Kelly was admitted. He was suffering from admitted. He was suffering from all ships over twenty years old, for all ships bought during the war, irrespective of age, and for all wooden and concrete ships. It is emphasized that the prices for these ships are still so good that it will be an advantage to the country to sell them. Furthermore, it is believed that most of the ships bought during the war are uneconomical and in poor shape.

In Philadelphia, a movement is

on foot to re-establish steamship communication between Philadelphia and Calcutta, Ceylon and Colombo, formerly furnished by the America and India Line. Firms interested in the Calcutta business held a meeting recently at the Board of Trade, Philadelphia, to discuss the prospect with agents of steamship lines. It was claimed that there was enough business to justify the continuation of efforts to secure direct delivery to these Indian ports. An effort will be made to get shippers to combine and pledge a certain amount of tonnage for shipment to India in order to secure the ships.

There was quite a crowd gathered in Gresson Street, Wanchai, this morning, when

SHIPPING BUSINESS.

TENNIS LEAGUE.

U.S.R.C. "A" v. C.R.C. "A."

In connection with the statements made about the shipbuilding industry in Japan, it is interesting to note that Japan's shipping circles have been depressed since last month. The latest investigations made in this direction reveal the fact that although the general expectation of much encouragement for Europe has failed to be realized, the highly-fair-lance economic circles in general and the conditions of shipping in other parts of the world have given more or less relief. The result has been strengthened by the expectation of the conclusion of peace and the increasing demand from France and Belgium for the charter or purchase of Japanese steamers in view of the slow progress the schemes for the restoration of economic circles in Europe are making at present. Some shipowners have more optimistic views of the future of shipping circles in view of the development of the Japanese coasting trade. In fact they are more desirous of using their steamers for their own business if the existing trade fails them of negotiating with the foreign demand for the charter or purchase of steamers. It may be added that the imports of Ammonium salt and Sodium rice have increased to £11 per ton and £5 per bag respectively while other imports are comparatively low. This is gratifying to manufacturers and part of the people concerned. In view of the possible loss the early delivery of accountings of steam during the rainy season in these two ports.

MATCHES.

Exports of Japanese matches to Colombo and Bombay are now reported to be reviving. Shipments to China, French, Java, and Singapore are also increasing. The price of standard safety matches stands at 5d at present. A further increase is expected. The prices of sticks and boxes (per 100) have also risen to £30 and £31 respectively.

In this connection mention may be made of the Australian embargo on the import of Japanese matches. It seems that representatives of the factory girls in Melbourne paid a visit to the Minister for Customs and requested him to increase the Customs duties to protect their interests, setting forth the difficulties in which they find themselves in competing with Japanese matches. The *British Mail* says that since the Swedish embargo on exports Australia has turned to Japan for its supply and Japanese exports have, in consequence, greatly increased of late. The total value of Japanese exports for the fiscal year stood at £2,000,000. It is feared that the adoption of the suggestion by the Australian manufacturers will prove a blow to Japanese exports.

Even at present a duty of about £20 is imposed on Japanese matches on top of the present market price of 5d in Australia. It is strange how monstrous a 50 per cent. import duty appears when it is imposed by another country.

COMMERCIAL PROPHETS.

"At a recent lecture before the Institute of Bankers Mr. Edgar Cranmer is reported to have said:— 'It is my reasoned and deliberate conviction that as the result of the war the economic development of the world has been impeded forward by at least two generations and that we are on the eve of a period of unprecedented trade activity.' We do not know who Mr. Edgar Cranmer is, but it is evident that he is a pronounced optimist. As we have not seen the lecture we cannot say how he supported his reasoned conviction.

Lord Inchape, who is a practical man, familiar with both finance and commerce, takes a very different view. He says:—'In 1914 the trade of this and every other country was preposterous and progressing. The military party in Germany unfortunately broke loose—and thought they would by force subjugate the world. She (Germany) has been the means of the sacrifice of millions of lives, the destruction of thousands of millions worth of property. She has set back the clock of Europe for a generation and her own for a hundred years. Now that the war is over we have to put our house in order, start to a great extent afresh, and by dint of hard work and economy we shall win back to where we were in 1914.' There is not much doubt which is the common-sense point of view. —*Japan Chronicle*.

BOLD PENANG ROBBERS.

A daring attempt by armed gang robbers took place at Penang last night (May 18) at the residence of a member of a firm of timber dealers. One of the inmates was twice fired at but the shots missed. Another, Yen Tam, after a struggle with two of the robbers was shot through both shoulders. An alarm was raised and the robbers fled. Yen Tam was removed to hospital. Nothing was stolen and there were no arrests.

SHIP'S OFFICER IN DISGRACE.

George James Connor, described as an unemployed ship's officer, was fined \$5 in pleading guilty to a charge of being drunk and incapable in Compton Road West.

£400 OF JEWELLERY MISSING.

A STRANGE CASE.

The Chinese won this league encounter on the U.S.R.C. courts on Wednesday by 21 games. Scores:— Ng Sze Kwong and Wong Po Keng, C.R.C., beat Col. Crisp and F. A. Redmond, 8-3; beat Major Veloine and Capt. Leslie Smith, 7-4; beat Capt. Murray and Hancock, 8-3. Wong Po Keng and Lo Man Pan, C.R.C., beat Crisp and Redmond, 6-5; beat Ardwick and Leslie Smith, 9-2; beat Murray and Hancock, 8-3. Yew Man Tsan and Hung Man Tu, C.R.C., lost to Crisp and Redmond, 6-6; lost to Murray and Hancock, 3-5; beat Ardwick and Leslie Smith, 8-5. Totals:—C.R.C., 60 games; U.S.R.C., 80 games.

GYMKHANA.

Following are the entries for the Gynkhana Club's meeting on Saturday, June 7:—

1st Race.—Five Furlong Handicap:—Jeyhoun, Lovage, Eaton Boy, Hector, Meynour, Blue Duke, Alexander, Burning Daylight, Gentle Cat, Blood Or, Wedding Hells.

2nd Race.—GYMKHANA STAKES:

Gymkhana, Tyman Chief, Malcolm,

Paper Money, Red Ensign, Lord

of Pink Eye, Rochester, Dusky,

3rd Race.—CLASS HANDICAPS:

Once Round:—Jeyhoun, Jockey,

Judge, Dalesman, Morning Star,

Excelsior, Greyhound, Tyman Chief,

Vivat, Malcolm, Paper Money, Red

Ensign, Lord Lorne, Alexander,

Burning Daylight, Gentle Cat, Fly-

ford, Cornhill, Pink Eye, Bend Or,

Wedding Beds, Dusky, Second

Fiddle.

7th Race.—ONE AND A QUARTER

MILE RACE.—HANDICAP:—Lovage,

Eaton Boy, Morning Star, Excelsior,

Excelsior, Tyman Chief, Vivat,

Malcolm, Paper Money, Lord Lorne,

Burning Daylight, Red Ensign,

Alexander, Rhoscat, Pink Eye,

Sinclair, Rochester, Dusky, Viole

(late Burst Length).

BOXING.

A modest programme was put forward at the National Sporting Club recently, the chief item being a 15-round contest for £200 between Seanan Arthur Hayes, of Hoxton, and Johnny Shepherd, of Mile End. The audience was very good, despite the lack of attraction. At the scales Hayes weighed 9st. 7lb. and Shepherd 9st. 7lb. A number of brief clinches took off some time in the early rounds, but there was a good deal of hard hitting, both men scoring. In the seventh and eighth rounds Shepherd did capital work, getting home, with some lame punches on the face. Some vigorous fighting followed, plenty of punishment being dealt out. Shepherd was twice told not to hold. Hayes was very aggressive in the eleventh round, but Shepherd retaliated to some purpose in the twelfth, one blow having stinging force behind it. The bout was hotly contested to the finish, Hayes being declared the winner on points. It was a very decided fight, which aroused great enthusiasm.

KNEW HIS SORT.

The would-be lady-killer entered a restaurant, glanced at the menu, and then looked at the waitress.

"Nice day, little one," he began. "Yes, it is," she answered severely. "And so was yesterday; and my name is Florry, and I know I am a little patch, and I've been here quite a while, and I like the place, and I don't think I'm too nice to be working here, if I did I'd leave my job." My wages are satisfactory, and I'm from the country. My brother is cook here, and he weighs nearly two hundred pounds, and last week he broke the neck of a fellow who pressed me to go to the theatre with him. Now, what will you have?"

In his confusion he ordered lemon soup, chicken chops and celery pie.

CHINESE PORNOGRAPHY.

"I am a stranger in the land," said a Chinese in pleading innocence to a charge of selling obscene pictures in Wanchai. It developed that the stranger in the land had been previously convicted of indecent publication here and he was fined \$25.

COAL.

Messrs. Whealock & Co.'s Coal Market Report of May 22 states:—

Japan Coal.—There has been no

new business done during the past fortnight and now that feeling seems to be running so high among certain sections of the Chinese public over the Kinchoho question, it is doubtful whether the silk factories, on re-opening, will buy Japanese coal, but if they refuse to do so, we fail to see where they are to get their supplies from.

The coal-market in Japan continues

strong and although there is a fairly

plentiful supply of the common

kinds of coal, the demand for the

best qualities far exceeds the sup-

ply and this, of course, tends to keep

prices very firm.

Fushun Coal.—No change.

Kaiping Coal.—Owing to a fur-

ther drop in freight and the starting up of silk factories, this market has been

considerably better during the past

fortnight. Large sales in North

China, Manchuria and Japan have

curtailed the quantity for export,

especially for the better grades the

demand for which exceeds the sup-

ply. These sales naturally strength-

en the market and the price of coal

remains firm.

OKUMA'S ARGUMENT ANALYSED.

CORRESPONDENCE.

FAKE REPORTS ABOUT REPATRIATED GERMANS.

[To the Editor of the "CHINA MAIL".]

Commodore's Office, Hongkong, May 30, 1919.

Sir,—I am directed to inform you that the following cable has been received by the Comptroller from H.M. Minister, Peking, and to request that the following notice, and the opinion of not having the warships interfered with at all if she evacuated Tsing-tau. Next, he says that Kiaochow was to be returned to China only if Germany surrendered it voluntarily. But how can a quarrel between Germany and Japan affect China's rights over her own territory? If, as Marquis Okuma says, bloodshed confers ownership, parts of France and Belgium belong to Britain and America. The Marquis talks of China's "suzerainty" over Tsing-tau, a highly significant phrase. Referring to the treaty of 1915, Marquis Okuma says: "It is simply absurd for China to declare that the Sino-Japanese Treaty was concluded under Japan's coercion." On that occasion, China was given a time-limit within which to consent, and the transports were actually ready and the troops mobilized for immediate military action, when China consented to the treaty. If it is absurd to call this coercion, then the war just finished in Europe was only a friendly discussion. Marquis Okuma finds that the delegates in Paris are taking the feelings of others too much into consideration. He seems to forget that they cannot talk to the Powers as he talked to China. He has done more than any man to make the Chinese hate and fear the Japanese, and now he thinks the Chinese would be more amenable to reason and would remember his animosity better if the Japanese delegates took a leaf from the Italian book. Marquis Okuma loses none of his skill in mistaking a case.

Marquis Okuma's statements contain several interesting points. He says that when war broke out Britain applied to Japan for assistance in annihilating the German warships. In this case it is somewhat surprising that Japan gave Germany a fighting notice, and the opinion of not having the warships interfered with at all if she evacuated Tsing-tau.

Next, he says that Kiaochow was to be returned to China only if Germany surrendered it voluntarily. But how can a quarrel between Germany and Japan affect China's rights over her own territory?

If, as Marquis Okuma says, bloodshed confers ownership, parts of France and Belgium belong to Britain and America.

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then the war just finished in Europe was only a friendly discussion.

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He has done more than any man to make the Chinese hate and fear the Japanese, and now he thinks the Chinese would be more amenable to reason and would remember his animosity better if the Japanese delegates took a leaf from the Italian book.

Marquis Okuma loses none of his skill in mistaking a case.

(Signature).

Secretary to Comptroller.

CAMPHOR.

The *Kobe Shinshin* has a long article under the heading of "The Output of Camphor in Japan." Below we quote some of the more important passages:—

Japan's output of camphor in average years stands at 8,000,000 to 9,000,000 kin, of which over 90 per cent. is exported to foreign countries, that is to say, Japan has been supplying about 90 per cent. of the world's yearly consumption, for camphor is produced nowhere else.

Things have taken a turn for the worse this year, as will be seen from the fact that the output in Formosa shows a decrease of about 1,000,000 kin, while that in Japan proper amounts to only half the average.

In pre-war times, German camphor had a great vogue, but, of course, has disappeared since the outbreak of war. The Japanese camphor market has therefore been unable to meet the demand, especially as the output has continued to decline.

The growth of the colonial industry has made this shortage still more embarrassing. In Kobe there are many exporters who are much handicapped in their business owing to the shortage of stocks and high prices.

In this connection Mr. Sakai, the chief of the Kobe branch of the Monopoly of the Government-General of Formosa, is represented as saying that Formosa produces 6,000,000 to 7,000,000 kin every year, the greater part of which is sold to the Dai Nippon Camphor Company here to be refined for export to other branches of industry.

The Monopoly is doing its best for the amalgamation of these conditions, and it is also anxious about the yearly decrease of trees in the island.

In such circumstances, the output cannot witness much increase for several years to come, although the Monopoly desires to effect improvements in many ways at the earliest possible moment.

The whole situation, it may be remarked, forms an illuminating comment on the monopoly system.

TO-DAY'S ADVERTISEMENTS.

IMPORTS AND EXPORTS DEPT.

NOTICE.

KING'S BIRTHDAY.

THIS Department will be Open for

all purposes till Noon on TUES-

DAY, the 3rd June. LICENSED

WAREHOUSES will be entirely

CLOSED on that day.

D. W. TRAITMAN,
Superintendent,
Imports and Exports.
Hongkong, May 31, 1919.

VICTORIA DISPENSARY.

NOTICE.

THE Business hitherto conducted by

the above Pharmacy at 32, Queen's

Road Central, will on 1st June next

be transferred to A. S. WATSON &

CO., LTD., the Hongkong Dispensary,

who will take over the Stocks, Pro-

prietary Medicines and Prescription Books.

Customers requiring prescrip-

SHIPPING

P. & O.-BRITISH INDIA & APOLINAR LINES

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STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON,

VIA STRAITS, COLOMBO AND PORT SAID.

M.M.T.	Leave Hong-kong about	Due Marseilles about	Due London about
"NOVARA"	7th August	8th Sept.	18th Sept.

FOR BOMBAY VIA STRAITS AND COLOMBO,

due Bombay about

FOR CALCUTTA VIA STRAITS AND RANGOON.

"TARANTO APCAR" Early June Due Calcutta June.

FOR SHANGHAI AND KOBE.

Wireless on all steamships.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
DODWELL & CO., LTD., Agents.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Suez
on or about 26th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,
AGENTS.

NATAL LINE OF STEAMERS.

TAKING cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APOLINAR LINES

Sailings from Hongkong.

For freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.For JAVA PORTS
BANJARMARU on 11th June.
BORNEOMARU on 15th July.
GOKITO MARU on 27th July.For JAPAN PORTS
BORNEOMARU on 11th June.
HOKUJO MARU on 21st June.
RIKUN MARU on 4th July.
BANJO MARU on 26th July.
BORNEOMARU on 28th Aug.
HOKUJO MARU on 9th Sept.For HONGKONG
Sailings from Hongkong.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP. Monthly direct service via Singapore and Port Said.
AMUR MARU Sunday, 1st June.
ANDES MARU Tuesday, 10th June.

*Call Marseilles.

GENOA & BOMBAY. Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

KASADO MARU Thursday, 12th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.

HAWAII MARU Sunday, 15th June.

GOA & BOMBAY. Regular fortnightly service via Singapore.

KASADO MARU Thursday, 19th June.

SAIGON, BANGKOK, SINGAPORE. Regular monthly service.

UNNAN MARU Sunday, 1st June.

SYDNEY, MELBOURNE. Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

NANKING MARU Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service, taking intermediate ports in Japan and
arriving at Victoria, Seattle and Tacoma.

CANADA MARU Saturday, 7th June.

HAIPHONG. Three times a month service.

DAITOKU MARU Monday, 2nd June.

JAPAN PORTS—MOJI, KOBE, YOKOYAMA & YOKOHAMA.

KEELUNG, TAKAO VIA SWATOW, AMOY.

These steamers have excellent accommodation for 1st and 2nd class Passengers
and will arrive and depart from the U.S.A. via CHINA.

For TAKAO via SWATOW and AMOY.

SOGOU MARU Thursday, 6th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

KAIJO MARU Sunday, 1st June, at 10 a.m.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.
No. 1, Queen's Building.

Tel. No. 744 & 746.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

THE OVERLAND CHINA MAIL.

All the News of Hongkong and the Far East.

THE CHINA MAIL.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	TIME
SHANGHAI & TSINGTAO	KWANGTUNG	JUNE 1, Daylight.	
MANILA, CEBU & ILOILO	TAMING	JUNE 2, at 3 p.m.	
SWATOW & BANGKOK	LIANGCHOW	JUNE 3, at Noon.	
SHANGHAI	TIENTSIN	JUNE 3, at Noon.	
PAKHOU & HAIPHONG	KAITONG	JUNE 4, at 10 a.m.	
HOIHOI & BANGKOK	LUCHOW	JUNE 4, at 10 a.m.	
SHANGHAI	SUTTANG	JUNE 5, at Noon.	
SHANGHAI & TSINGTAO	CHINAN	JUNE 8, Daylight.	
SHANGHAI	TEAN	JUNE 10, at Noon.	

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State rooms. Regular scheduled service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
SHANGHAI	WINGSONG	SUNDAY, JUNE 1, Daylight.	
TIENTSIN via WEIHAIWEI	CHIHSING	TUESDAY, JUNE 3, Daylight.	
STRAITS & CALCUTTA	FOOKSANG	TUESDAY, JUNE 3, at 3 p.m.	
SHANGHAI via SWATOW	KWONGSONG	WEDDAY, JUNE 4, Daylight.	
MANILA	CHOYSANG	FRIDAY, JUNE 6, Daylight.	
SINGAPORE	YUENSANG	SATURDAY, JUNE 8, at 3 p.m.	
	KWAISANG	SATURDAY, JUNE 7, at 5 p.m.	

CALCUTTA LINE.—This line is now being reorganized and will shortly afford frequent and
regular sailings to Calcutta via Singapore and Penang.Rate per passenger per day, £1.50. Passengers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with Electric Light and Fans, and are under the charge of fully qualified Officers.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at
Hanoi when Indochina is open.BOMBEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having
adequate accommodation for passengers.Calcutta line makes sailings on through Bills of Lading for Kedah, Jesselton, Labuan, Tawau and
Lahad Datu.THIENHUA LINE.—A regular service to you from March to October between Hongkong and
Thienhau via Weihaiwei and Chaochow.Under Ministry of Commerce Transport Regulations. All European Passengers, leaving the Colony
or Straits Settlements, are required to produce on arrival at destination passports with their
Photograph and description affixed thereto.

For Freight or Passage apply to—

TEL. NO. 315.

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JARDINE, MATHESON & CO., LTD.

TRANS-PACIFIC FREIGHT SERVICE.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANSPACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers
will be despatched forSEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN KNIGHT" About August 1st.
"WEST HEMATITE" About August 10th.FOR PORTLAND Direct.
"WEST MUNHAM" About June 25th.
"WEST CELINA" About August 15th.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

PERSIA MARU 8,000 18th June.

KOREA MARU 20,000 28th June.

NIPPON MARU 11,000 7th July.

TENYO MARU 22,000 21st July.

SIBERIA MARU 20,000 30th July.

SHINYO MARU 22,000 13th August.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to—

T. DAIGO, MANAGER,

KING'S BUILDING.

Telephone Nos. 2374 and 2375.

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PROPOSED SAILING.

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EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

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REGULAR Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.

MAILING AGENTS.

Or to REEFS & CO., GANTON.

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FRIDAY, MAY 30, 1919.

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MAIL AND PASSENGER SERVICESTO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

H.M.T.	Leave Hongkong about	Duo Marseilles about	Due London about
NOVARA	10th August	9th Sept.	18th Sept.

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DILWARA	24th May at Noon	10th June

CALCUTTA via STRAITS and RANGOON.

ARRATON APCAR	Leave Hongkong about	Due Calcutta June
S.S.		

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.

Passengers may travel by U.S.A. Company's steamers between Singapore and Calcutta or Madras in place of the section P. & O. Ticket Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fan free of charge.

Steamers and Cabins are liable to be altered without notice.

NOTICE TO CONSIGNERS.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, Please refer to Freight Bills, Handbook, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

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H. H. KING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
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Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

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(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPLACEMENT SAILING DATES

Shanghai, Kobe & "Mishima Maru, 15,050 tons SUNDAY, 8th June, at 11 a.m.

Yokohama "Sado Maru, 13,580 tons TUESDAY, 17th June, at 11 a.m.

Nagasaki, Kobe & "Nikko Maru, 8,000 tons SATURDAY, 21st June, at 11 a.m.

Yokohama "Aki Maru, 12,300 tons SATURDAY, 10th July, at 11 a.m.

London & Antwerp via "Kaga Maru, 12,300 tons FRIDAY, 30th May, at Noon.

Penang, Colombo, Suze & "Yokohama Maru, 12,310 tons SATURDAY, 11th June, at Noon.

Port Said.

Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney "Tango Maru, 13,760 tons WEDNESDAY, 29th June, at 11 a.m.

New York via Japan

Bombay via Singapore & "Kosoku Maru, tons Colombo SATURDAY, 14th June.

Calcutta via Singapore, Penang & "Rangoon Maru, 11,40 tons WEDNESDAY, 25th June.

& Rangoon

Omitting Shanghai and/or Moji

Wireless Telegraphy.

HONGKONG-VICTORIA B.C.-SEATTLE

VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA & VICTORIA.

Operated by the magnificent and splendidly equipped

Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000

tons displacement.

Next sailing from Hongkong:

"Fushimi Maru, SUNDAY, 22nd June, at 11 a.m.

"Katori Maru, SUNDAY, 13th July, at 11 a.m.

Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager

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Town Office: 48, Connaught Road Central, Hongkong. Telephone No. 459.

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Estimates furnished on application.

Hongkong, April 1, 1919.

WONG PING WA, Manager.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VEHICLE'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Persia Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 22nd June.
Venezuela	Pacific Mail S.S. Co.	Pacific Mail S.S. Co., Ltd.	On 19th June, at Noon.
China	China Mail S.S. Co.	China Mail S.S. Co., Ltd.	On 2nd July.
Canada	The Admiral Line	The Admiral Line	On 10th August.
Europe Knight	Oakai Shosen Kaisha	Oakai Shosen Kaisha	About 1st August.
Canada Maru	Oakai Shosen Kaisha	Oakai Shosen Kaisha	On 2nd June.
Victoria & Esquimalt & Victoria	Empress of Asia	Canadian O.S. Ltd.	On 25th June.
Victoria & Esquimalt & Victoria	Empress of Japan	Canadian O.S. Ltd.	On 26th June.
Vancouver via Shanghai, Japan &c.	Nanking Maru	Oakai Shosen Kaisha	On 28th June.
Sydney & Melbourne	Taiyuan	Butterfield & Swire	On 1st July.
Australian Ports via Manilla	Tango Maru	Nippon Yusen Kaisha	On 15th June.
Australian Ports via Japan	Riyo Maru	Toyo Kisen Kaisha	On 18th June.
New York via Suez	Egremont Castle	Dodwell & Co., Ltd.	On 21st June.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 22nd June, at 11 a.m.
Shanghai via Swatow	Kwongsan	Jardine, Matheson & Co., Ltd.	On 23rd June.
Shanghai	Wingsan	Jardine, Matheson & Co., Ltd.	On 24th June.
Swatow	Haripong	Jardine, Matheson & Co., Ltd.	On 25th June.
Calcutta	Strait & Calcutta	Jardine, Matheson & Co., Ltd.	On 26th June.
Calcutta & Rangoon	Chirkong	Jardine, Matheson & Co., Ltd.	On 27th June.
Calcutta, Penang, Colombo & Port Said	Liuchow	Butterfield & Swire	On 1st July.
London & Antwerp	Kaijou Maru	Oakai Shosen Kaisha	On 2nd July.
Mauritius, De Soysa Bay, Durban	Quinnibeaug	Douglas Lapraill & Co.	On 3rd July.
	Yuenyang	Jardine, Matheson & Co., Ltd.	On 4th July.
	Asper Maru	Dodwell & Co., Ltd.	On 5th July.
	P. & O. S.N. Co.	P. & O. S.N. Co.	Early July.
	P. & O. S.N. Co.	Oakai Shosen Kaisha	On 1st August.
	Nippon Yusen Kaisha	Oakai Shosen Kaisha	On 14th June.
	Kawail Maru	Oakai Shosen Kaisha	On 15th June.

SHIPPING

PACIFIC MAIL S.S. CO.**U. S. Mail Line.**

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA" WEDNESDAY, June 18th.

S.S. "ECUADOR" WEDNESDAY, July 18th.

S.S. "COLOMBIA" WEDNESDAY, Aug. 18th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS and large comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc., apply to COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

TELEPHONE 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)

S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 3 p.m.)

S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Coop & Son, Booking Agents, Hongkong.

C. MACKINNON, MACKENZIE & CO., Agents.

Hongkong.

FOR NEW YORK.**"BLUE FUNNEL" LINE.****S. S. EURYBATES**

will be despatched for NEW YORK, Thursday, June 5th.

For Freight and further particulars, apply to

BUTTERFIELD & SWIRE,

Agents.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers Arrives Hongkong from Australia Leaves Hongkong for Australia

"TAIWAN" June 2nd June 6th

These steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail).
NO FRENCH CASINOS YET.Paris, May 28.
The Minister of the Interior, in the French Senate, said that the Government could not take the responsibility of allowing the resumption of gambling on casinos until Parliament had established a new system.—Hanes.

BELGIUM'S STOLEN LIVESTOCK.

BRUSSELS, May 22.
As regards the German protest against the stipulation in the Treaty that they shall restore 120,000 cattle and horses to Belgium, official figures show that the Germans stole, from Belgium, 937,565 animals, including 61,121 horses and 500,468 cattle.

PEACE TERMS STILL SECRET.

WE KNOW ONLY IN PART.

Paris, May 23.
Replying to the Chairman of the French Budget Commission, M. Clemenceau expressed regret that he could not communicate the full text of the peace terms, pointing out that there could not be a Treaty of Peace until it had been signed. This point of view was shared by all the Allied and Associated Governments.—Hanes.

CHINA AND THE PEACE TREATY.

Paris, May 23.
Dr. Wellington Koo, the Chinese Delegate at the Peace Conference, sought the support of the American Commission to permit China to sign the Peace Treaty with reservation regarding the admission of the Shantung to Japan.

The United States, it is believed, will back the Chinese on this point against the other big Powers.—Hanes.

FRANCO-JAPANESE FRIENDSHIP.

PARIS, May 23.
An important meeting in favour of Franco-Japanese friendship took place at the Sorbonne, the Chairman being M. Doumer, Marquis Saitoji, and Baron Marsui.

M. Doumer pointed to France's gratitude for Japanese war aid, emphasising the big prospects of the economic future of French and Japanese co-operation.—Hanes.

AMERICAN NATIONAL DAY.

HONOURING THE DEAD.

To-day is the American National Day. A number of Americans from the Carlton Hotel and a detachment of sailors and marines from the United States warship *Helena*, under the command of Captain Briggs, attended at the Happy Valley to pay respects to the memories of American soldiers and sailors buried there. Captain Hardy was in charge of the service.

Mrs. Cameron and party and two Dutch gentlemen took numerous floral tributes to place on the graves.

Opposite Blue Pier the American sailors and marines paraded. They followed two motor cars which were filled with flowers. The Monument and entrance to the cemetery were decorated with the flags of Britain and America, and with flowers. Despite the miserable weather every American soldier's and sailor's grave, that could be located had an American flag and flowers placed on it. What so many were thus treated was mainly due to an American Petty Officer who spent four hours yesterday searching the cemetery for the graves. It was pretty sentiment.

With the exception of this ceremony the day seems to have passed almost unnoticed by the Americans, excepting that the *Holewa* fired a salute of 21 guns, at an interval of one minute, during which time American ships flew their flags at half mast.CAUSE OF DESPONDENCY.
DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storeskeepers.

SPORTING MEN AND PARS.

Sir Thos. Lipton, interviewed on board the *Aquitania*, which left Liverpool on March 21 for New York, said he was going to inspect *Shamrock IV.*, with which he hoped to race for the America Cup next year. He had been racing in America for 20 years, and he was more optimistic than ever before regarding the prospects of sailing on cruises until Parliament had established a new system.—Hanes.

At the first meeting of the newly-constituted Gloucestershire County Cricket Club at Bristol on March 21, Mr. R. E. Bush, the new chairman, stated that in reply to the appeal instituted by him to the appeal he had already received over £2,000 from the Bristol district alone, and he was hopeful of several more hundreds, independent of money that might be raised in other parts of the country. With regard to players for next season, it was practically certain that Deane would have to stay with his regiment in India, but they were hopeful about their other professionals. A new committee was elected, and among new members upon it are Mr. A. D. Inlay, Oxford University; John Tunnicliffe (Warwickshire), and A. A. Lilley (Warwickshire), the famous old professionals.

At a meeting of the Thames Punting Club Committee it was decided that the amateur and professional championships of the Thames should not be held this year.

Complete and systematic reorganization of boxing in America is proposed by the Army, Navy and Civilian Board, a new body with an advisory council, including prominent officials of the Army and Navy, State Governors, and well-known American educators.

The Imperial Services Boxing Association decided on March 21, subject to the King's approval, to offer to America a trophy in commemoration of the sporting manner in which the U.S.A. sailors and soldiers entered the International and American Tournament at the Albert Hall last December.

Tennis enthusiasts will welcome the news that Major J. C. Parke a tennis champion is returning to the game. He is perhaps the only British player capable of wresting the world's championship from the Overseas player, N. E. Brookes.

The First Division of the Southern Football League will be 22 clubs next season, and at the meeting of the Management Committee the four new clubs elected were:

Swansea Town, 48 votes; Bradford, 43; Gillingham, 37; Merthyr Town, 28.

The Army authorities are to encourage cricket among all ranks. It is a good sign that the first committee meeting has been held with such prominent cricketers as Brigadier-General A. J. Turner, who played for Essex as far back as 1897, Major F. R. R. Brooke, who played splendidly behind the stumps for Lancashire, and Major B. C. Hartley, the secretary of the Army Sports Control Board, present.

Full details are not yet settled, but with an idea of discovering talent command leagues are to be formed.

The Royal Automobile Club's golf course at Woodcote Park, Epsom, is still partially occupied for military purposes, and only 18 of the 27 holes are at present available for play. W. M. Watt, the professional, is still in the Army, and at present Tom Taylor is deputising for him.

Tex Rickard, promoter of the championship boxing match between Jack Dempsey and Jess Willard, announced that the location of the contest would not be determined until the New York Legislature acted on the Bill now pending legalising boxing. He said he hoped to hold the bout near New York.

Meanwhile, Mr. Tom Prichard, of The Ring, Blackfriars, is going to proceed to America with a view to arranging for the match to take place under his direction.

There is a romance attaching to the history of Poethlyn winner of the Grand National. The horse, a nine-year-old gelding, was bred by Major Peel, the husband of the present owner, but was such an "ugly duckling" as a foal that he was sent to Wrexham Market and there disposed of for seven guineas. Subsequently he passed into the possession of a Shrewsbury publican, and Goswell, who then trained Major Peel's horses, advised

MERCHANTMEN AND THE WAR.

The twenty-sixth annual report of the Imperial Merchant Service Guild furnishes striking evidence of the part played in the war by all ranks of the Mercantile Marine. Fourteen thousand six hundred and sixty-one gallant souls—members, it is pointed out, of a peaceful profession—have laid down their lives. The war honours awarded to members of the seafaring profession numbered 1,519, including—

V. C. 6 Bars to D.S.C. 18
D.S.C. 80 O.B.E. 87
D.S.C. 410 French awards 38

The real proportion of what the Merchant Service did during the war, the report states, is fully estimated by but few. Inclusive of the R.N.V.R., practically half of the officers of the Navy itself belonged to the Naval Reserve. At a rough calculation, some 13,000 officers of the Merchant Service had been engaged during the war as others of the Navy in carrying on purely naval duties, not to mention several hundred who had joined the Army. In November, there were employed in the Navy alone:

Officers and men of the Merchant Service 80,000
R. N. R. ratings 20,000
Trawler Reserve men 36,000
Mercantile seamen and firemen on Government transport agreements 20,000

NEW CRUISERS OF THE TROPICS.

The names of the great Elizabethan sea dogs—Frobisher, Drake, Hawkins, and other heroes, who fought Dons on the Spanish Main and nearer home—are to be perpetuated in the names of a new type of light cruiser specially designed for foreign service—more especially service within the tropics, such as the East Indies Station, China Station, and the Cape Station. This type of cruiser has a displacement of about 4,500 tons, a speed of 25 knots per hour, and carries an armament of 6 inch guns, products of the late war. Cruisers of this class, when completed will be able to double the patrol work done in pre-war days by the old crocks and lame ducks, which were deemed good enough to carry the White Ensign into the seas beyond.

PROSPEROUS SWEDISH SHIPPING CO.

The report which the Swedish-American-Mexico Steamship Line has just completed regarding operations during 1918 shows most profitable results. The directors recommend payment of dividend of 15 per cent.

MIDDLESBROUGH STEELWORKS TO RECONSTRUCT.

It is reported that the North-Eastern Steel-works, Middlesbrough, will be closed down for several months in order that certain reconstruction schemes may be carried into effect. The whole plant is to be modernised or overhauled. The large number of men thrown out of work will, it is believed, find temporary employment in the locality.

Major Peel to buy him. Mrs. Peel bought him for fifty guineas, being quite unaware that he was the horse her husband had-bred and got rid of as useless. One Liverpool youth is doubtful about his luck. He is a clerk in the employ of a firm of produce brokers and had great good luck to draw Poethlyn in Liverpool Exchange newsroom. The sweepstake prize is £2,100 but he is said to have sold his chance for £700.

At a meeting in Leeds on April 16, the Yorkshire Cricket Club made grants of £250 each to B. Wilson and to the widow of the late Alonso Drake. The scale of remuneration to cricket professionals for the ensuing season was fixed as follows:—Remuneration for two days' matches, five guineas; matches away from Yorkshire (to meet extra travelling expenses), £1 10s., with £1 extra for every win.

U.S. SHIPBUILDING.

MR. HURLEY ON TONNAGE.

Not infrequently misunderstandings have arisen owing to various interpretations of the word "tonnage," and, according to the cabled reports, some confusion has even crept into the last great utterance of Mr. Hurley, Chairman of the United States Shipping Board. Speaking before the National Marine League on March 26, Mr. Hurley said that, if the programme of construction is carried out, there will be under the American flag next year 16,732,000 deadweight tons of ocean-going steel cargo and passenger ships. He added that this fleet "would be equivalent to almost half the merchant tonnage which plied the seas to-day under the flags of all nations combined."

Now the United States is accustomed to think of shipping in terms of deadweight tonnage, which is a measure of actual weight carrying capacity, while this country reckons its shipping in terms of gross tonnage, which is a measure of cubic capacity. In the case of passenger ships and other vessels of special types there is often little relation between the two terms. In the case of cargo steamers—and these are the vessels which hitherto the United States has been mainly building it is reasonable to assume that the tonnage of a steamer, if expressed in gross, is about 60 per cent. of the amount of deadweight tonnage.

If Mr. Hurley's figure of 16,732,000 tons deadweight be converted on this basis, the result will be about 10,000,000 tons gross.

In a letter which appeared in "The Times" of January 29 last, from A. Fast President of the Chamber of Shipping, certain figures were included of tonnage owned by the principal Allied, Associated, and neutral nations as at October 31st last. The writer of the letter evidently had special access to the statistics of Lloyd's Register, for such recent figures have not yet been published by that body. The figures excluded the tonnage trading on the Great Lakes of the United States and enemy owned shipping. Yet the total tonnage owned by 13 nationalities amounted then to more than 32,000,000 tons gross. It would seem, therefore, on the basis of these figures that if the American shipbuilding programme is carried out, the United States ownership of about 10,000,000 tons gross would represent less than one-third of the world's present tonnage, instead of "almost half." Since October, a certain amount of new British and American tonnage has come into service, but it may be doubted if these additions would disturb the proportions, at any rate in the direction of favouring the proportion of projected American ownership which Mr. Hurley has given. The total will now be increased by enemy tonnage. In any case, the amount of tonnage which the United States proposes to build is sufficiently large to confer very great credit on a nation which, until the war, allowed its shipbuilding industry to fall to a very small scale.

TONNAGE TERMS DEFINED.

In view of the confusion which often exists, it may be useful to define the principal tonnage terms briefly and simply.

Deadweight Tonnage may be interpreted, for practical purposes, as representing the actual weight of the cargo that a ship can carry.

There was much justification for the American adoption of the term during the war, since the United States was concerned mainly with increasing the cargo-carrying capacity of the Allied and associated nations.

The figure is arrived at by calculating the cubic capacity of the volume of water displaced by the vessel fully loaded. This figure, divided by 35 cubic feet of salt water (one ton), gives the total weight of ship and cargo. After deduction of the weight of the ship when ready to load cargo, the figure which remains is that of the deadweight carrying capacity.

Gross Tonnage represents the internal cubic capacity of the whole vessel, calculated on the basis of 100 cubic feet per ton, plus the tonnage of certain deckhouses and erections, and minus certain deductions. The cubic capacity of the double bottom of the vessel is not included in the calculation. Gross tonnage is used for the purpose of harbour and dock dues, &c., and pilotage fees.

Net Tonnage is arrived at by deducting from the gross tonnage the spaces for officers and crew, navigation and propelling power, &c. It is the resultant figure with which charterers are concerned when trying to secure a vessel of large cubic cap-

TOWER BRIDGE FEAT.

FLIGHT BETWEEN CROSS STRUCTURES.

Flight Lieut. Sidney Pickles, the well-known aviator, who served in the R.N.A.S., accomplished an astonishing feat in flying through the Tower Bridge. Starting from Isleworth, above Kew Bridge, Mr. Pickles flew in a seaplane along the course of the Thames to the Tower Bridge, where he dipped from a height of 1,000 feet and passed through the square formed by the two towers and the upper and lower cross structures, to the astonishment of the crowds passing over the bridge at a busy hour of the morning. Mr. Pickles said afterwards that he was flying a Fairey seaplane, and was travelling at 120 miles an hour when he flew through the bridge. The machine, fitted with an "Eagle eight" 360 h.p. engine, was specially constructed to meet the devastating work of the German Brandenburg planes, and several of them had been assembled near London for special mission when the armistice intervened. The possibilities of this type of machine are at present immeasurable, since owing to its capacity of quickly rising and dipping, it may be landed or started within a comparatively small space.

There is the possibility, in fact, of the Thames being converted into a base for seaplanes, and London may well become a seaplane port. It will be recalled that in August, 1912, Mr. Frank K. McClean, an English aviator, flew up the Thames from Sheppen in a seaplane, and performed the then amazing feat of skimming under all the bridges up to Charing Cross. This was, of course, a much smaller machine than the one used by Mr. Pickles, and the speed was only 45 miles an hour.

£100 FOR £56.

JARROW SHIPBUILDERS TO BUY SHARES AT 2s A WEEK.

The Palmer Shipbuilding and Iron Company, Jarrow, introduced a new investment scheme on April 16 to their workmen.

Of the issue of £100,000 Five per Cent. Income Tax Free Debenture Stock £25,000 has been set aside for employees who desire to invest in the firm, and who will be guaranteed five per cent. interest each year.

On a capital sum of £100 ten pounds will be paid on deposit, and repayment to the bank, which will advance the money, will be at the rate of 2s. a week for nine years. An employee not liable to income tax will pay in all £56 16s. for a capital sum of £100.

The firm and bankers have established special facilities for the new scheme, which includes the recovery of income tax for workmen.

TONNAGE TERMS DEFINED.

In view of the confusion which often exists, it may be useful to define the principal tonnage terms briefly and simply.

Displacement Tonnage is used in respect of war-ships, and represents the actual weight of the hull and machinery, and everything on board the vessel. If from this total figure the weight of the hull and machinery be deducted, the deadweight tonnage would remain.

Before the war, when vessels were built on contract terms instead of the "time and line" system which is now adopted, quotations for construction of ordinary cargo vessels were based on deadweight tonnage. Thus when, as was reported in "The Times" of yesterday, second-hand cargo vessels were sold on the Baltic Exchange, many present immediately converted the total sum paid for each ship into the amount per ton deadweight.

In the case of one ship of 9,900 tons deadweight the successful bid of £172,000 represented £18 10s. per ton deadweight, and, in the case of the other ship of 8,110 tons deadweight, the payment of £158,000 was equivalent to nearly £18 10s. per ton deadweight.

One of the chief aims of the cargo steamship owner, when ordering a new vessel is to secure one which is favourably designed, both as regards deadweight carrying capacity and cubic capacity. Usually one of these desirable features has to be sacrificed to some extent for the sake of the other, and the result is a compromise.—"The Times."

HONGKONG DEFENCE CORPS.

Administrative Orders by Major G. H. Wakeman, V.D., Acting Administrative Commander.

STRENGTH.

No. 206 L/Cpl. N. S. Moses, Engineer Coy., is invalided out of the Corps on the recommendation of a Medical Board, dated 22nd May, 1919.

No. 551 Pte. D. S. Gubbay, "D" Coy., is permitted to resign, dated 27.5.19.

TRANSFER.

No. 950 Pte. L. F. S. Alliston, "A" Company, is transferred to the Artillery Company, dated 26th May, 1919.

LEAVE.

Spr. G. F. Silva, Engineer Co., is granted 6 months' leave, on the recommendation of a Medical Board, from 22.5.19.

Pte. F. E. L. Bowley, "D" Co., is granted 9 months' leave from 12.6.19.

Pte. J. S. Nicolson, "B" Co., is granted 12 months' leave from 10.6.19.

Orders for Artillery Company by Major J. H. W. Armstrong, V.D.

Monday, 2nd June.—5.15 p.m. No. Left Half Co. Full drill, with the exception of new Layers' class.

Thursday, 5th June.—7.30 a.m. Right Half Co. New Layers' class.

Friday, 6th June.—7.30 a.m. Right Half Co., Full drill, with the exception of new Layers' class. 5.30 p.m., Left Half Co., New Layers' class.

Orders for Engineer Company by Captain R. Hall.

PARADE.

Monday, 2nd June.—5.15 p.m. No. Left Half Co. Full drill, with the exception of new Layers' class.

Tuesday, 3rd June.—7.30 a.m. Right Half Co., New Layers' class.

Wednesday, 4th June.—7.30 a.m. Right Half Co., New Layers' class.

NO MORE CASTOR OIL.
BABY'S OWN TABLETS BRING JOY
TO THE NURSERY.

Children often conceal their sufferings from pure dread of the horrible, nauseating, repulsive medicines administered to make them well. Castor Oil is a terror to most little ones.

In Baby's Own Tablets, the Canadian children's remedy, will be found a gentle, non-irritating medicine, absolutely safe and suitable for children of all ages, from the first few days over, a medicine guaranteed to contain no opiate, and which is easily administered, pleasant to take.

These Tablets are a remedy for constipation, indigestion, colic, diarrhea, simple fever and worms. They make tee-hing easy, break up colds, promote peaceful sleep, good appetite and regular development.

Of chemists also cost free, 60 cents the vial from the Dr. Williams Medicine Co., 96 Szechuan Road, Shanghai.

FOR A LAME BACK.

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with the liniment and bind it over the seat of pain. For sale by all Chemists and Stoekkeepers.

The Imprisoned Laughter of the Peasant Girls of France.

REIDS LIMITED, IMPORTERS
OBTAIABLE AT
GANDE, PRICE & CO. Agents.
HONGKONG.
AND ALL HOTELS, CAFES AND STORES.

EXCHANGE.

Hongkong, May 30, 1919.

Bank, Wire ... \$3.61
On demand ... 3.64
30 days sight ... 3.64
1 month's sight ... 3.64
Credits, 4 months' sight ... 3.64
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"SUNLIGHT" MEETING.

At the 25th annual meeting of Lever Brothers, Ltd., held at the Bridge Inn, Port Sunlight, on March 27, Lord Leverhulme was in the chair. After congratulating the shareholders on the result of the year's working, the chairman said they had been "the biggest suppliers of paraffine, without which no gun on land or sea could have fired. He further said that 5,207 men of the company had joined the colours and the company had paid separation allowances amounting to £150,000. There was a long list of killed, wounded and missing, and 112 had won decorations, including one V.C. The firm has been 25 years in existence and it is 31 years since the first sod was cut at Port Sunlight. 182 members have served the firm 25 years, and 1,398 for 16 years. Lord Leverhulme continued:—

I now come to the ordinary dealings of the balance sheet. We have carried through the consolidation of capital, and I am glad to tell you that our anticipations were realized. Both the "A" and "A" preference shares have risen in quotation, so that the bonus we paid to the 1st preference shareholders seems to be rather superfluous, seeing that the shares have not sunk down to the level of the "A" preference, but that both the "A" and the 1st preference have advanced—the 1st by 6d and the "A" preference by even more. With regard to the "B" preference shares, they are practically unchanged. The consolidation has had very little effect on these. We have further increased the capital, and it stands to-day at £60,000,000. It seems a large amount, but I want again to mention, as I did last year, that our system has always been to introduce new capital underneath the capital of existing shareholders, and it was necessary, therefore, to lay our foundations well so that we may carry out this policy. It is a policy that cannot be carried out if it is left too long. It all adds to the strength of existing shareholders.

During the last year we have paid off nearly £200,000 of debentures on certain associated companies. Our shareholders' new number over 56,000—a larger number than any industrial concern in the United Kingdom, and second only to those of the largest railway companies. Our home and export trade shows an enormous increase during the last year, and both of these would have been greater if we had not been limited in output under the control that was essential and necessary owing to short supplies of raw materials. These increases have taken place in various countries such as Japan, where there has been no control because none was required. We have altogether about 100 associated companies scattered all over the world.

With reference to our reserves, I sometimes receive letters from shareholders with regard to the reserves being small. I believe such shareholders do not give sufficient thought to the peculiar nature of this business. It would be comparatively easy for us to build up large reserves if we stayed our hands in advertising and other directions. I can tell you that the expenditure in 1918 on repairs, renewals, depreciation and advertising was about one and a quarter million. That is all written off out of profits before the balance-sheet is prepared. I hold, rightly or wrongly, that it is much better for us; if I may say so, to keep the house in repair and extend the goodwill of the business than to have large sums of money carried to reserves which reserves are very often invested in what are called gilt-edged securities and keep the directors very busy ever afterwards in writing them down to market value. The Dutch have a saying that paint costs nothing. Well, I am convinced of this, if you would like to apply the title paint to repairs, renewals, depreciation, and advertising, that this business has shown by its growth and development that we may say the same. The total amount we have spent up to date in advertising, repairs, renewals and depreciation, ourselves and associated companies, exceeds the total issue of the capital of the company—£17,000,000.

Another shareholder has written to me asking me if we cannot now do something for the preference shareholders, seeing that the profits are better. My reply is that throughout the whole history of the company, as was right and proper, according to the arrangement made with the preference shareholders when they invested their money, the ordinary shareholders had to stand all the attack. These occasions have been twice—in 1906, when, owing to newspaper attacks, we had to cut the dividend down, and now, during the war, when again the dividends of the ordinary shareholders had to be cut down. May I point out this: that although we paid 172 per cent. to the ordinary shareholders last year, the average dividend, including last year, paid to the ordinary shareholders during the war period was only 12½ per cent., as compared with an average previously of 15 per cent. Fifteen per cent. has been the universal dividend, except for the two occasions I have mentioned. I think you will agree with me that the ordinary shareholders have stood the burden and brunt of the fight, and are not even to-day receiving the customary dividend paid to the ordinary shareholders.

THE GENTLE ART OF CULTIVATING TRADE.

Another choice sample of English as it is written in Spain is to be found in a letter just received by a Liverpool firm from a Bilbao firm. The following is an exact copy of the letter:—"We are seized to you a letter which date 26 of January last, in which we are asking than you would give to us your representation in this country. At that time it was force the restrictions upon the exportation of such articles, but now are believed than exist will facility of commerce than had before. We are placed in the nearest port which has most importance traffic with England. Having a new system of propaganda in this country, we have certitude of giving to you estimable advantages for the sale of your merchandise in Spain. The first sod was cut at Port Sunlight, 182 members have served the firm 25 years, and 1,398 for 16 years. Lord Leverhulme continued:—

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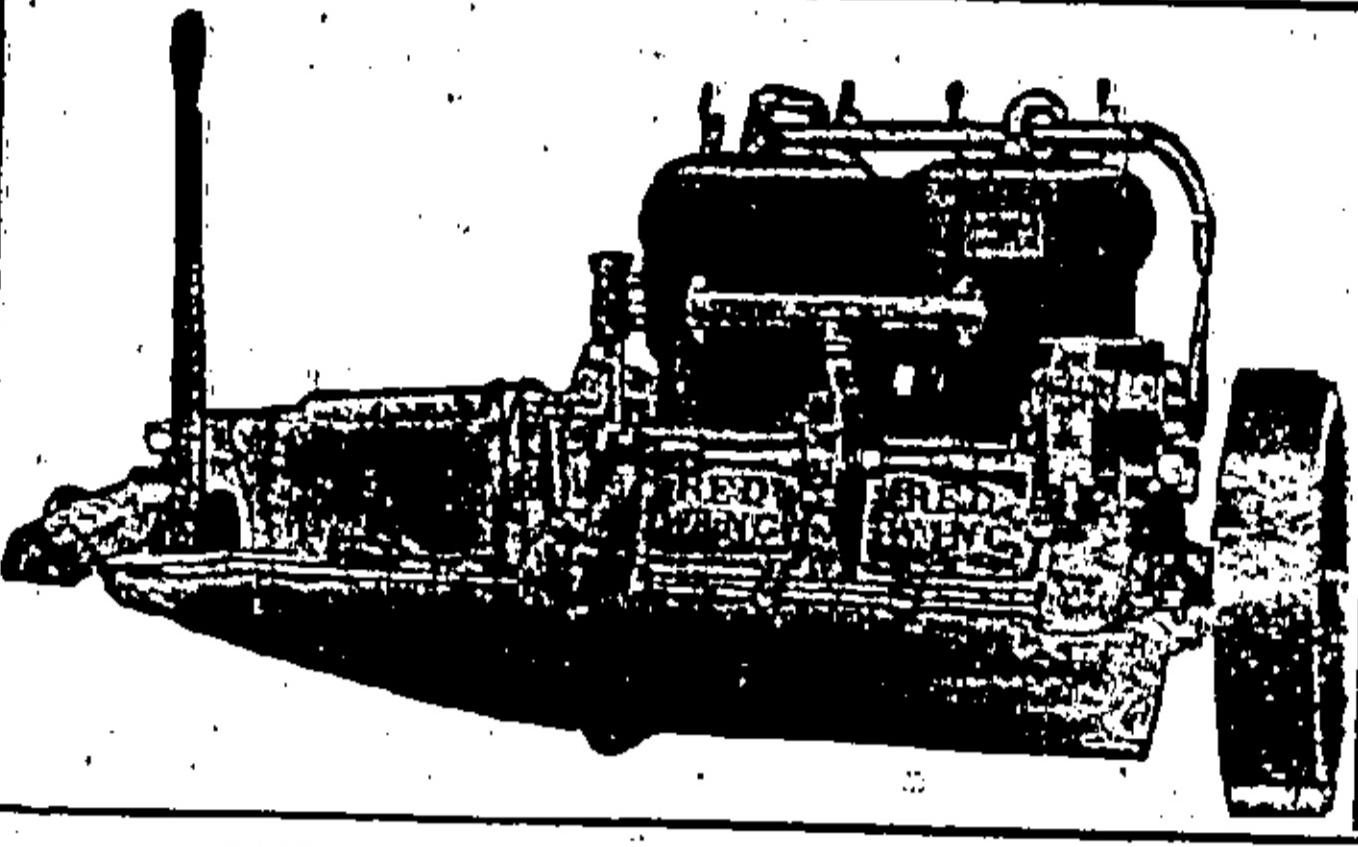
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Votes of thanks were accorded the chairman and directors of the respective associated companies and their staffs, to the agencies abroad, the heads of departments, office staff, and employees of the company for zealous and efficient services.

NOTICES.

THE
ASSOCIATED BRASS AND COPPER
MANUFACTURERS OF GREAT BRITAIN
CAN
NOW SUPPLY
Brass and Copper,
Locomotive Tubes, Rods, Etc.
Solo Agents:
ARNHOLD BROTHERS & CO., LTD.
CHINA & HONGKONG.

THE RED WING ENGINE HAS
BEEN MANUFACTURED FOR THE
PAST 17 YEARS, IT IS THEREFORE
NOT A NEW AND UNTRIED PRODUCT.
IT HAS STOOD UP DAY IN AND DAY OUT
IN THE SEVEREST SERVICE, WHICH THE
MANY THOUSANDS IN USE WILL TESTIFY.



THE RED WING MOTOR.

WE SHALL BE PLEASED AT ALL TIMES TO SUPPLY
ANY INFORMATION REGARDING THE RED WING
MOTOR OR TO GIVE A PRACTICAL DEMON-
STRATION OF WHAT THE MOTOR CAN DO.
SOLE AGENTS—
SHewan, Tomes & Co.,
St. Georges Building,
Hongkong.

THE TRANSMARINA TRADING CO.

HAVE RECEIVED

THE LATEST
DENTAL SUPPLIES
FROM
DE TREY, LONDON.

ARRIVALS.

May 30.

HANOI, French, 730 tons, from Haiphong, Capt. F. Morvan, Lapicque, As.
CHEFOO, Chi, 684 tons, from Wuhan Capt. Toyn, Sam Shing, Cl3.

CHONGVA, Chi, 458 tons, from Haiphong, Capt. Weatherhead, Hing Fa, Co., B11.

WINGSANG, Brit, 1,517 tons, from Mania, Capt. D. Christie, J.M., & Co., C57.

MENTOR, Brit, 4,758 tons, from Shanghai, Capt. Warren, B. & S., Bolt's Buoy.

CHIPEHNG, Brit, 1,193 tons, from Tientsin, Capt. E. Tepell, J.M., & Co., E5.

CLEARANCES.

May 30.

HUK CANTON, Brit, 8 a.m., for Hongay, Yat Hing.

TUNG WAH, Chi, 8 a.m., for Shanghai, C.M.S.N. Co.

KASHIMA MARU, Jap, 8 a.m., for Chinawantoo, Dowell.

DAITOKU MARU, No. 6, Jap, 8 a.m., for Haiphong, O.S.K.

CHENGTU, Brit, 10 a.m., for Singapor via Swatow, B. & S.

KAGA MARU, Jap, noon, for London and Antwerp via Singapore, N.Y.K.

CHEFOO, Chi, 3 p.m., for Canton, Fa.

HAIHONG, Brit, 1 p.m., for Foochow via Swatow, D. & Co.

LOONGSAMG, Brit, 3 p.m., for Manila, J.M. & Co.

KUMAKATA MARU, Jap, 4 p.m., for Saigon, Y.K.R.

MOVEMENTS OF STEAMERS.

The C.M.S.S. Co.'s ss. Nanking sailed from Yokohama on May 29 and may be expected to arrive in Hongkong on June 5.

The C.P.O.S. Co.'s R.M.S. Empress of Japan arrived at Vancouver on May 21st.

The C.P.O.S. Co.'s R.M.S. Empress of Asia sailed from Kobe May 14 for Yokohama.

The N.Y.K. ss. Kitay Maru (European Line) left London for this port via Suez Canal on the 17th May, and is expected here on the 23rd June.

The N.Y.K. ss. Sado Maru (European Line) left Liverpool for this port via Suez Canal on the 8th May, and is expected here on the 16th June.

The N.Y.K. ss. Midima Maru (European Line) left Liverpool for this port via Suez Canal on the 3rd May, and is expected here on the 6th June.

The C.M.F.S. Co.'s ss. China arrived at San Francisco on May 17th in accordance with schedule.

The T.K.K. ss. Koma Maru sailed from San Francisco May 21st, and will arrive at Hongkong June 18th.

The T.K.K. ss. Persia Maru sailed from San Francisco May 16th, and is due at this port June 13th.

The T.K.K. ss. Nippon Maru arrived at Yokohama April 7 and will sail for San Francisco from that port April 22.

The T.K.K. ss. Seijo Maru arrived at Yokohama May 13 and sails May 17 according to schedule for San Francisco enroute to South America.

The T.K.K. ss. Anjo Maru arrived at Yokohama March 30th, and will sail April 4th for Honolulu and San Francisco enroute to Valparaiso, South America.

YOUR COPY

OF THE

Hongkong \$ Directory

IS NOW READY

MESRS BREWER & CO.,

22 QUEEN'S ROAD CENTRAL.

(With apologies to "Joan of Arc")

Tis ready now! Tis ready now!

And its size will surprise everyone

It exceeds all expectation

It demands your approbation

Tis ready now! Tis ready now!

So, do not hesitate

But buy to-day, without delay

Or else you may be too late.

POST OFFICE.

GENERAL HOLIDAY.

The General Post Office will open on Tuesday, 3rd June, from 8 a.m. to 9 a.m.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m., and from 5 p.m. to 8 p.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only.

There will be one delivery from District Offices at noon.

ENTERTAINMENTS.

THE CORONET TEL. NO. 1743.

TONIGHT! TONIGHT!
at 5.15 and 9.15 p.m.

“TARZAN OF THE APES”
Prices 5.15 p.m. \$1 & 60 cts.
9.15 p.m. \$2 & \$1.00.
Booking at ROBINSON'S.

VICTORIA THEATRE
THURSDAY, FRIDAY, SATURDAY & SUNDAY,
8.15 P.M.

“HANDS UP.”

Episodes 5 & 6
RUNAWAY BRIDE AND FLAMES OF VENGEANCE
REPATRIATION OF ENEMY SUBJECTS FROM SHANGHAI

A Fine Comedy “BATTLE ROYAL.”

WEDNESDAY Matinee at 5.15 P.M. also on

SUNDAY (Matinee) 6 P.M.

By Special Request CHARLIE CHAPLIN in

“A DOG'S LIFE.”

PRICES AS USUAL.

Booking at ANDERSON'S.

HONGKONG THEATRE.

Tel. 2511.

MAY 28, 29, 30.

Showing Drama Photo-Play 4 parts.

BARBARA CONRAD

“A PRINCESS OF THE BLOOD”
also Various Comics.

SATURDAY 31st May.

PAULINE FREDERICK

IN

“THE LOVE THAT LIVES”
5 parts.

Booking at the THEATRE.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. DMENEUS, May 30 and leaves for Shanghai and Japan May 31.

The s.s. HAYATO MARU, due here from Kobe and Moji July 27 and leaves for Java ports July 29.

The s.s. KINOSHIMA MARU, due here from Nagasaki June 18 and leaves for South Africa June 2.

The s.s. UNNAN MARU, due here from Takao June 1 and leaves for Saigon and Bangkok June 2.